

Application No. 09/833,370

**Remarks/Arguments**

This Amendment and response is submitted in a timely fashion within the one month Shortened Statutory Period set for response to the Examiner's Official Action mailed September 5, 2002. No extensions of time are required.

The paragraph starting on line 19 of page 3 of the preliminary amendment filed March 20, 2002, has been amended because reference to figures 20 and 21 has been removed.

Figures 20 and 21 and all reference them have been removed from the application.

A comma was inserted between "tips" and "reducing" to address the omission on line 8 of Claim 16.

Attached hereto is a marked-up version of the changes made to the title by the current amendment. The attached page is captioned "**Version with markings to show changes made.**"

Applicant respectfully requests that a timely Notice of Allowance be issued in this case.

Date: September 12, 2002

Respectfully submitted,



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**VERSION WITH MARKINGS TO SHOW CHANGES MADE****In the Description Of The Drawings**

The paragraph starting on line 19 of page 3 of the preliminary amendment filed March 20, 2002, has been amended as follows:

**Figure 19** is a side view canted around a horizontal forward to aft axis, to show the snow ski board configuration, the removable seat extension with its first end installed in the receiver means and rubber tipped ski poles. [;]

The paragraph starting on line 23 of page 3 of the preliminary amendment filed March 20, 2002, has been deleted.

The paragraph starting on line 24 of page 3 of the preliminary amendment filed March 20, 2002, has been deleted.

**In the Detailed Description Of The Invention:**

The paragraph starting on line 17 of page 5 of the preliminary amendment filed March 20, 2002, has been deleted.

The paragraph starting on line 21 of page 5 of the preliminary amendment filed March 20, 2002, has been deleted.

**In the Claims:****Claim 16 has been amended as follows:**

16. A rider-propelled wheeled vehicle according to claim 1 wherein a safety wheel assembly being provided, said safety wheel assembly having a frame and wheel, said safety wheel assembly being rotationally attached to said third end of said two-wheel propulsion means so that it can rotate about a vertical axis relative to said third end, said wheel being rotationally attached to said frame of said safety wheel so as to permit horizontal rolling of said wheel, said safety wheel assembly being sized, shaped and disposed so that it only comes into contact with the ground when said two-wheel propulsion means excessively

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tips, reducing the distance between said third end of said two-wheel propulsion means and the ground.

**In the Drawings:**

Figures 20 and 21 have been deleted.

**VERSION WITH MARKINGS TO SHOW CHANGES MADE**

**In the Summary Of The Invention:**

The paragraph starting on line 19 of page 5 has been amended as follows:

A two-wheel [tricycle] propulsion means is provided. The two-wheel [tricycle] propulsion means possesses a propulsion wheel disposed at each of the two corners and a safety wheel assembly disposed at the third corner of the tricycle wheel arrangement. The two propulsion wheels and the safety wheel assembly are attached to the vertical steering shaft by a horizontal support. Each propulsion wheel is parallel to the other propulsion wheel. Each [Both] propulsion wheel[s] rotates about a horizontally disposed axle. The horizontally disposed axle is connected to the horizontal support. The safety wheel assembly is sized, shaped and disposed so that it only comes into contact with the ground when the two-wheel [tricycle] propulsion means excessively tips over on both the propulsion wheels. The two-wheel [tricycle] propulsion means and vertical steering shaft combination supports the first end of the frame. The pair of propulsion wheels is spaced at equal distances on opposite sides of vertical steering shaft. The propulsion wheels rotate in only one direction about its horizontal axle. Both propulsion wheels rotate [only] in the same direction about their respective horizontal axle.

The paragraph starting on line 14 of page 6 has been amended as follows:

The two-wheel [tricycle] propulsion means is adapted to occupy a first neutral position in which the vertical plane of each propulsion wheel is generally parallel to the centerline plane of the frame. The first neutral position permits forward propulsion of the vehicle in a direction parallel to the centerline plane of the frame.

**The paragraph starting on line 18 of page 6 has been amended as follows:**

The rider operable steering means is employed by the rider to rotate the two-wheel [tricycle] propulsion means. When the two-wheel [tricycle] propulsion means is rotated, a reversing force is exerted upon one of the propulsion wheels resulting in the two-wheel [tricycle] propulsion means pivoting about the point of contact of the propulsion wheel with the ground. The pivoting of the two-wheel [tricycle] propulsion means induces a forward motivating force to be applied to the other propulsion wheel. The motivated propulsion wheel rotates forward until the rider reverses the rotation of the two-wheel [tricycle] propulsion means about the vertical steering shaft centerline axis or the vertical plane of the propulsion wheel is perpendicular to the centerline plane of the frame. A reverse direction rotation about the vertical steering shaft reverses the direction of the force applied to each propulsion wheel but still results in forward propulsion of the vehicle. The back and forth rotation about the [vertical] centerline axis of the vertical steering shaft propels the vehicle forward. The safety wheel assembly imparts no

propulsion force into the vehicle during the back and forth rotation about the vertical centerline axis of the vertical steering shaft that propels the vehicle forward. This back and forth manipulation of the steering mechanism results in "walking" propulsion of the vehicle.

The paragraph starting on line 11 of page 7 has been amended as follows:

The two-wheel [tricycle] propulsion means is tailored to occupy a second neutral position 180 degrees opposite the first neutral position. When in the second neutral position, the vertical plane of each propulsion wheel is generally parallel to the centerline plane of the frame. The second neutral position permits backward propulsion of the vehicle in a direction parallel to the centerline plane of the frame. The back and forth rotation of the two-wheel [tricycle] propulsion means about the vertical steering shaft of up to plus or minus 90 degrees from the second neutral position imparts a generally backward propulsion of the vehicle through a process that is the reverse of the forward propulsion process.

The paragraph starting on line 19 of page 7 has been amended as follows:

In a [A] second version of the invention, a wheel, in contact with the ground only when the two-wheel [tricycle] propulsion means excessively tips over on both the propulsion wheels, is rotationally connected to the safety wheel assembly. The safety wheel assembly possesses a means for permitting rotation of the wheel about a vertical axis. The safety wheel assembly possesses a means for permitting rotation of the wheel about a horizontal axle.

The paragraph starting on line 3 of page 8 has been amended as follows:

In a third version of the invention, a removable upper vertical steering shaft support [means] is provided. The removable upper vertical steering shaft support [means] possesses a first end and a second end. The first end] is able to detachably connect to the upper surface [of the first end] of the frame [. The second end is] and rotationally attached to the vertical steering shaft.

The paragraph starting on line 19 of page 8 has been amended as follows:

In a fifth version of the invention, the vertical steering shaft possesses a vertical telescoping extension capability that changes the distance between the first end and the second end of the vertical steering shaft. The vertical steering shaft is composed an outside shaft with a first end, a second end, an outer surface, [and] a hollow interior and a plurality of concentrically ensleeved inside shafts, each capable of being ensleeved by its corresponding outside shaft to make the vertical steering shaft telescopic. A locking means is affixed to the second end of each outside shaft and provides a means for locking the outside shaft to [means against] each corresponding ensleeved inside shaft. Each inside shaft is capable of being locked into a user determined telescopic extension length.

**In the Description Of The Drawings:**

The paragraph starting on line 21 of page 10 has been amended as follows:

Figure 2 is a side view of the forward end of the vehicle canted around a horizontal forward to aft axis to show the connection of the two-wheel [tricycle] propulsion means to the vertical steering shaft;

The paragraph starting on line 41 of page 12 has been amended as follows:

Figure 19 is a side view canted around a horizontal forward to aft axis, to show the snow ski board configuration, the removable seat extension with its first end installed in the receiver means and rubber tipped ski poles;[.]

**In the Detailed Description Of The Invention:**

The paragraph starting on line 4 of page 14 has been amended as follows:

A two-wheel [tricycle] propulsion means 58 is provided. The two-wheel [tricycle] propulsion means 58 possesses a propulsion wheel 62 disposed at each of the two corners and a safety wheel assembly 66 disposed at the third corner of the tricycle wheel arrangement. The two propulsion wheels 62 and the safety wheel assembly 66 are attached to the vertical steering shaft 46 by a horizontal support 70. Each propulsion wheel 62 is parallel to the other propulsion wheel 62. Each [Both] propulsion wheel[s] 62 rotates about a horizontally disposed axle 74. The horizontally disposed axle 74 is connected to the horizontal support 70. The safety wheel assembly 66 is sized, shaped and disposed so that it only comes into contact with the ground when the two-wheel [tricycle] propulsion means 58 excessively tips over on both the propulsion wheels 62. The two-wheel [tricycle] propulsion means 58 and vertical steering shaft 46 combination supports the first end of the frame 14. The pair of propulsion wheels 62 is spaced at equal distances on opposite sides of vertical steering shaft 46. The propulsion wheels 62 rotate in only one direction about its horizontal axle 74. Both propulsion wheels 62 rotate [only] in the same direction about their respective horizontal axle 74.

The paragraph starting on line 1 of page 15 has been amended as follows:

The two-wheel [tricycle] propulsion means 58 is adapted to occupy a first neutral position in which the vertical plane of each propulsion wheel 62 is generally parallel to the centerline plane of the frame 14. The first neutral position permits forward propulsion of the vehicle in a direction parallel to the centerline plane of the frame 14.

The paragraph starting on line 5 of page 15 has been amended as follows:

The rider operable steering means 78 is employed by the rider to rotate the two-wheel [tricycle] propulsion means 58. When the two-wheel [tricycle] propulsion means 58 is rotated, a reversing force is exerted upon one of the propulsion wheels 62 resulting in the two-wheel [tricycle] propulsion means 58 pivoting about the point of contact of the propulsion wheel 62 with the ground. The pivoting of the two-wheel [tricycle] propulsion means 58 induces a forward motivating force to be applied to the other propulsion wheel 62. The motivated propulsion wheel 62 rotates forward until the rider reverses the rotation of the two-wheel [tricycle] propulsion means 58 about the vertical steering shaft 46 centerline axis or the vertical plane of the propulsion wheel 62 is perpendicular to the centerline plane of the frame 14. A reverse direction rotation about the vertical steering shaft 46 reverses the direction of the force applied to each propulsion wheel 62 but still results in forward propulsion of the vehicle. The back and forth rotation about the [vertical] centerline axis of the vertical steering shaft 46 propels the vehicle forward. The safety wheel assembly 66 imparts no propulsion force into the vehicle during the back and forth rotation about the vertical centerline axis of the vertical steering shaft 46 that propels the vehicle forward. This back and forth manipulation of the steering mechanism results in "walking" propulsion of the vehicle.

The paragraph starting on line 21 of page 15 has been amended as follows:

The two-wheel [tricycle] propulsion means 58 is tailored to occupy second neutral position 180 degrees opposite the first neutral position. When in the second neutral position, the vertical plane of each propulsion wheel 62 is generally parallel to the centerline plane of the frame 14. The second neutral position permits backward propulsion of the vehicle in a direction parallel to the centerline plane of the frame 14. The back and forth rotation of the two-wheel [tricycle] propulsion 58 means about the vertical steering shaft 46 of up to plus or minus 90 degrees from the second neutral position imparts a generally backward propulsion of the vehicle through a process that is the reverse of the forward propulsion process.

The paragraph starting on line 7 of page 16 has been amended as follows:

In a second version of the invention, a wheel 82, in contact with the ground only when the two-wheel [tricycle] propulsion means 58 excessively tips over on both the propulsion wheels 62, is rotationally connected to the safety wheel assembly. The safety wheel assembly 66 possesses a means for permitting rotation of the wheel 82 about a vertical axis. The safety wheel assembly 66 possesses a means for permitting rotation of the wheel 82 about a horizontal axle.

The paragraph starting on line 13 of page 16 has been amended as follows:

As illustrated in figures 1, 2, 3, 11, [and] 12 and 21, a removable forward [upper] vertical steering shaft support [means] 86 is provided. The removable forward [upper] vertical steering shaft support [means] 86 [possesses a first end 90 and a second end 94. The first end 90 is able to detachably connect to the upper surface 26 of the first end of the frame 14. The second end

is 94] and rotationally attached to the vertical steering shaft 46. The removable forward vertical steering shaft support has a first end 90 and a second end 94.

The paragraph starting on line 39 of page 16 has been amended as follows:

As illustrated in figure 7 and [7 and] 10, the vertical steering shaft 46 possesses a vertical telescoping extension capability that changes the distance between the first end 50 and the second end 54 of the vertical steering shaft 46. The vertical steering shaft 46 is composed [of] an outside shaft 98 with a first end, a second end 100, an outer surface, [and] a hollow interior and a plurality of concentrically ensleeved inside shafts 102, each capable of being ensleeved by its corresponding outside shaft 98 to make the vertical steering shaft 46 telescopic. A locking means 106 is affixed to the second end 100 of each outside shaft 98 and provides a means for locking the outside shaft to [means 106 against] each corresponding ensleeved inside shaft 102. Each inside shaft 102 is capable of being locked into a user determined telescopic extension length.

In the Claims:

Claim 1 has been amended as follows:

1. A rider-propelled wheeled vehicle comprising:
  - a frame, said frame having a vertical centerline plane running lengthwise, a first end, a second end, a midsection, a first side, a second side, an upper surface and a lower surface;
  - a support wheel assembly [pair of wheel supports] being provided, said support wheel assembly having a wheel mounted onto a means for attaching said wheel onto said frame, said support wheel assembly [pair of wheel supports] being attached to [and supporting] said second end of said frame [a wheel being mounted onto a horizontal axle attached to each individual said wheel support, said wheel supports being spaced at equal distances on opposite sides of said centerline plane of said frame];
  - [a safety bumper means being provided, said safety bumper means being attached to said lower surface of said second end of said frame aft of said wheel supports, said safety bumper means being bisected by said centerline plane, said safety bumper means being sized and shaped to prevent excessive backward tipping of the vehicle on said wheels attached to said wheel supports but allow a full range of horizontal movement, said safety bumper means being capable of functioning as a braking device by deliberately tipping the vehicle backwards to bring said safety bumper;]
  - a vertical steering shaft being provided, said vertical steering shaft having a first end, a second end and a vertical centerline axis, said vertical steering shaft being rotatably connected through said first end of said frame, said first end of said vertical steering shaft being located above said frame, said second end of said vertical steering shaft being located below said frame, said rotatable connection permits a 360 degree swivel of said vertical

steering shaft, said vertical steering shaft being vertically disposed, said centerline axis of said vertical steering shaft lies within said centerline plane of said frame, a rider operable steering means being attached to said second end of said vertical steering shaft, hand applied force to said rider operable steering means results in rotation of said vertical steering shaft, said vertical steering shaft being long enough to facilitate a standing rider;

a two-wheel [tricycle] propulsion means being provided, said two-wheel propulsion means having a frame, said frame having a first end, a second end and a third end, said frame having means for attaching said first end to said second end of said vertical steering shaft, a first propulsion wheel being attached to said second end, a second propulsion wheel being attached to said third end, said first and said second propulsion wheels rotate in only one direction, both said propulsion wheels rotate in the same direction [said tricycle propulsion means having a propulsion wheel disposed at each of the two corners and a safety wheel assembly disposed at the third corner of the tricycle wheel arrangement, two said propulsion wheels and said safety wheel assembly being attached to said vertical steering shaft by a horizontal support, a said propulsion wheel being parallel to the other said propulsion wheel, both said propulsion wheels rotate about a horizontally disposed axle, said horizontally disposed axle being connected to said horizontal support, said safety wheel assembly being disposed and sized to prevent excessive tipping of said tricycle propulsion means, said safety wheel assembly being sized shaped and disposed so that it only comes into contact with the ground when said tricycle propulsion means excessively tips over on said propulsion wheels, said tricycle propulsion means and vertical steering shaft combination supports said first end of said frame, said pair of propulsion wheels being spaced at equal distances on opposite sides of vertical steering shaft, said propulsion wheels rotate in only one direction about its said horizontal axle, both said propulsion wheels rotate only in the same direction about said horizontal axle];

[a rider operable steering means being provided, said rider operable steering means being attached to said second end of said vertical steering shaft, a standing or a sitting rider being able to propel and steer said vehicle using only hand applied force to said rider operable steering means, the hand applied force results in rotation of said vertical steering shaft;]

[said tricycle propulsion means being adapted to occupy a first neutral position in which the vertical plane of each said propulsion wheel being generally parallel to said centerline plane of said frame, said first neutral position permit forward propulsion of the vehicle in a direction parallel to said centerline plane of said frame;]

a rider rotates said vertical steering shaft to turn said two-wheel propulsion means, the rotation results in a rotational force being applied in the non-rotating direction of said first propulsion wheel, said first propulsion wheel pivots at the point of contact with the ground thus facilitating transmission of the rotational force to the second propulsion wheel, the

rotational force being transmitted into said second propulsion wheel rolls it in its rotationally enabled direction resulting in movement of the vehicle, said second propulsion wheel rolls until the rider reverses the rotation of said vertical steering shaft, a reversing of the direction of rotation of the vertical steering shaft reverses the direction of the force applied to said first and said second propulsion wheels reversing the pivot wheel and rolling wheel [said rider operable steering means being employed by the rider to rotate said tricycle propulsion means, the rotation of said tricycle propulsion means results in a reversing force being exerted upon one said propulsion wheel leading to said tricycle propulsion means pivoting about the point of contact of this said propulsion wheel with the ground, the pivoting of said tricycle propulsion means induces a forward motivating force being applied to the other said propulsion wheel, said propulsion wheel rotates forward until the rider reverses the rotation of said tricycle propulsion means about the said vertical steering shaft axis or said vertical plane of said propulsion wheels being perpendicular to said centerline plane of said frame, a reverse direction rotation about the vertical steering shaft reverses the direction of the force applied to each said propulsion wheel but still results in forward propulsion of said vehicle, the back and forth rotation about said vertical centerline axis of said vertical steering shaft propels said vehicle forward, said safety wheel assembly imparts no propulsion force into the vehicle during the back and forth rotation about said vertical centerline axis of said vertical steering shaft that propels said vehicle forward], the back and forth manipulation of said vertical steering shaft results in a "walking" propulsion of the vehicle;

[said tricycle propulsion means being tailored to occupy a second neutral position 180 degrees the opposite from said first neutral position, in said second neutral position said vertical plane of each said propulsion wheel being generally parallel to said centerline plane of said frame, said second neutral position permits backward propulsion of the vehicle in a direction parallel to said centerline plane of said frame, back and forth rotation of said tricycle propulsion means about said vertical steering shaft of up to plus or minus 90 degrees from said second neutral position imparts a generally backward propulsion of said vehicle through a process being the reverse of the forward propulsion process].